

Before the  
**FEDERAL COMMUNICATIONS COMMISSION**  
Washington, D.C. 20554

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FEDERAL COMMUNICATIONS COMMISSION  
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In the Matter of )  
)  
The Development of Operational, )  
Technical and Spectrum Requirements )  
for Meeting Federal, State and )  
Local Public Safety Agency )  
Communication Requirements )  
Through the Year 2010 )

WT Docket No. 96-86

**REPLY COMMENTS OF ITS AMERICA**

The Intelligent Transportation Society of America ("ITS America"), by its counsel, submits the following reply comments in the above-captioned proceeding. The comments received by the Commission in this docket demonstrate widespread support for the swift deployment of intelligent transportation systems ("ITS") to enhance public safety. In fact, every commenter to discuss ITS echoes the Public Safety Wireless Advisory Committee's ("PSWAC's") endorsement of the public safety value of ITS and urges the Commission to allocate sufficient spectrum for the implementation of public safety-related ITS.

For example, the National Association of State Telecommunications Directors ("NASTD") asserts that ITS wireless technologies will be essential to "public safety's ability to cope with ever-increasing populations and the social and economic problems they can spawn."<sup>1</sup> Specifically, NASTD touts the public safety importance of:

- on-site scanning of vehicle identification numbers;
- on-site scanning of coded driver licenses data that contain all pertinent driver record information;
- close circuit, full scan video surveillance of vehicles in motion;

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<sup>1</sup> NASTD Comments at 8 (Oct. 21, 1996).

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- close circuit video scanning of vehicle tags while vehicle is in motion, allowing for an automatic wants, warrants and proper registration check prior to the vehicle being stopped;
- high-speed verification of interstate motor transport records including those associated with the truck and the driver; and
- control of the electronic highway, including sign, traffic control devices and eventually the vehicles themselves.<sup>2</sup>

The Minnesota Department of Transportation (“Mn/DOT”) concurs that ITS applications “increase safety and efficiency on the roads”<sup>3</sup> and, therefore, enhance public safety. Mn/DOT explains that:

[t]he need for additional spectrum for public safety users is evident when you consider the types of [ITS] service and features being proposed for the near future [including]

- Roadway weather information systems ...
- Mayday - Statewide ...
- Emergency Management (Hazmat...)
- DOT Bridge Monitoring ...
- Traffic signal controllers (point-to-multipoint).

These applications all require spectrum that is currently unavailable.<sup>4</sup>

Mn/DOT also identifies certain high speed data needs of public safety agencies for use with automatic vehicle location (“AVL”) and on-line vehicle inspection systems.<sup>5</sup>

The American Association of State Highway and Transportation Officials (“AASHTO”) adds that “a minimum of 10 percent of newly allocated spectrum in each band should be set aside

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<sup>2</sup> *Id.* at 8-10.

<sup>3</sup> Minnesota Department of Transportation Comments at 3 (Oct. 21, 1996).

<sup>4</sup> *Id.* at 7.

<sup>5</sup> *Id.* at 9.

for transportation agencies."<sup>6</sup>

Intelligent Transportation Systems will be a major user of ... new systems and services such as vehicle location, route guidance, emergency Mayday transmissions, along with a multitude of other services related to the safe and efficient management of the nation's intermodal transportation infrastructure.... Without sufficient spectrum allocation, it will be difficult if not impossible for these types of systems to proliferate.<sup>7</sup>

Finally, the U.S. Department of Transportation ("DOT") reiterates the role of ITS in improving public safety:

ITS technologies are designed to aid in assessing and reporting traffic, road, and weather conditions; facilitating emergency responses to natural disasters and accidents involving all modes of transportation; and enhancing the security of the traveling public. All are embraced with the ITS program, all promise more safe and efficient transportation, and all require spectrum.<sup>8</sup>

DOT cautions, however, that requiring new public safety equipment to operate on designated frequencies below 800 MHz "could exclude as public safety radio equipment new and innovative technologies such as [Dedicated Short Range Communications or] DSRC, which operates only above 900 MHz, and preferably at 5.8 GHz."<sup>9</sup> It adds that:

the communications services mentioned in the Notice do not include other innovative technologies that aid public safety providers in fulfilling their missions. ITS technologies are a prime example. For example, through DSRC, information about vehicles and/or the cargo carried by commercial vehicles is contained on tags affixed to the vehicles. Automatic readers download this data from the tag, a capability that is particularly important to public safety when hazardous materials are being transported. Following an accident or other incident involving these materials, this system permits faster, more appropriate response and clean up operations. This technology also automates safety checks of tractor trailers, truck crossings of international borders, customs and credential

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<sup>6</sup> AASHTO Comments at 6 (Oct. 10, 1996).

<sup>7</sup> *Id.* at 9-10.

<sup>8</sup> U.S. Department of Transportation Comments at 4 (Oct. 21, 1996).

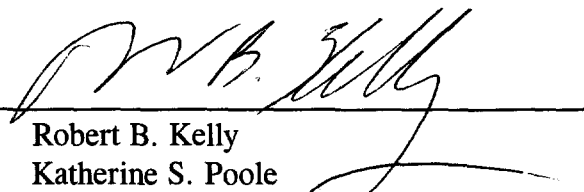
<sup>9</sup> *Id.* at 10, n.7.

checks, etc. DOT accordingly urges the Commission to take a broader view as it seeks to inventory the wireless services functioning to advance public safety.<sup>10</sup>

In sum, the record demonstrates that ITS uses have become an increasingly major component of public safety in this country. ITS America urges the Commission to recognize these comments and others,<sup>11</sup> as well as the recommendations of the PSWAC Final Report and subcommittee reports with regard to ITS, and to act accordingly in this rulemaking.

Respectfully submitted,  
**ITS AMERICA**

By: \_\_\_\_\_

  
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<sup>10</sup> *Id.* at 12.

<sup>11</sup> *See, e.g.,* City of Mesa, Arizona Communications Division at 12 (Oct. 18, 1996) (noting need for additional spectrum to implement AVL systems and efficient voice communication systems).

## CERTIFICATE OF SERVICE

I, Katherine S. Poole, an attorney with the law firm of Kelly & Povich, P.C., certify that copies of the foregoing Reply Comments of ITS America were sent via first class mail, postage paid, to the following on December 19, 1996.

A handwritten signature in black ink, appearing to read 'Katherine S. Poole', written over a horizontal line.

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